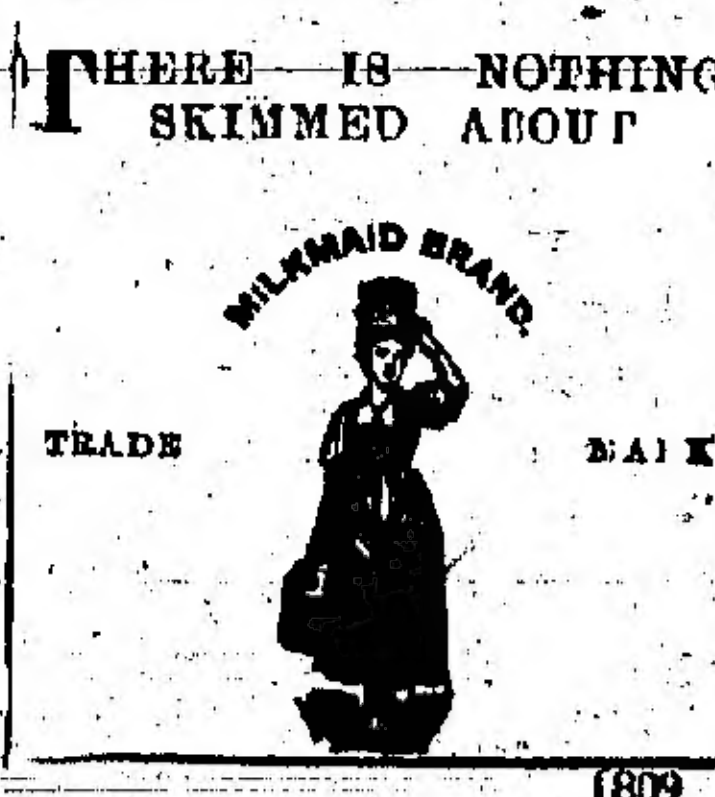


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[a26]

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The Daily Press.

HONGKONG, DECEMBER 11TH, 1911.

The Hon. Mr. E. A. Hewitt has been re-appointed a member of the Sanitary Board for a further term of three years.

Dr. F. O. Stedman has been re-appointed a member of the Medical Board for a further term of three years, and he will also act as Secretary.

The Japanese cruiser *Tsugara*, in command of Capt. Chisaka, arrived in port on Saturday morning. The *Tsugara*, a vessel of 6,630 tons, was launched in 1899, and was formerly the Russian cruiser *Pallada*. She is at present in use as a training ship, and has 60 engineering midshipmen on board.

An extract of the meteorological observations made at Hongkong Observatory during the month of November shows that the average mean temperature during the month was 69.1 and the average maximum 73.0, as against 25 years' mean of 69.2 and 76.0 respectively. The colony enjoyed 155.1 hours of sunshine during the month, as against a 25 years' average mean of 189.6 and a rainfall of 2.72 inches, as against a 25 years' average mean of 1.45 inches.

The *Pegasus*, first of the Australian cruisers detached to strengthen the China naval forces, arrived in the harbour on Saturday afternoon, under command of Commander F.N. Mitchell, R.N. The cruiser left Sydney on November 15th and the *Prometheus* a few days later. The latter vessel will reach Hongkong during this week. The *Pegasus* is a third class cruiser of 2,135 tons. Her horse power of 7,000 can drive her at a speed of 20 knots, but she has on occasion attained a speed of 21.1 knots. Her armament consists of eight 4-inch and 3-pounder, quick firing guns, two machine guns and two submerged torpedo tubes. The vessel will probably be docked in Hongkong.

LATEST SHIPPING NEWS.

The I.G.M. s.s. *Prinz Ludwig* carrying the German mails with dates from Berlin of the 15th of November left Singapore on Saturday 11 a.m. and may be expected here on or about Wednesday 15th inst. at 5 p.m.
The I.G.M. s.s. *Prinz Sigismund* left Manila on Friday 8 p.m. the 8th inst. and may be expected here on or about 6 a.m. the 11th inst.
The s.s. *Admiral* from Calcutta left Singapore on Friday 8th inst. afternoon and may be expected here on or about 14th inst.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE REVOLUTION.

REBELS DETAIN BRITISH STEAMER

London, December 9th.
Reuter's Shanghai correspondent wires that the Revolutionists have searched the British steamer "Kwong Ping" (owned by the Chinese Engineering and Mining Company), and detained her, despite representations from the British Consul.

PEACE PROSPECTS.

Reuter's Peking correspondent states that H.E. Tang Shao Yi, whose headquarters are at Tientsin, is proceeding to Wuchang, being specially empowered to negotiate for a settlement, the prospects of which he believes are greatly improved by recent Edicts.

GENERAL CHANG'S ESCAPE.

London, Dec. 10.
Shanghai despatches report that a telegram has been received from Nanking to the effect that General Chang and his Imperialist troops escaped. They annihilated a band of Revolutionists who attempted to bar their retreat at a spot one hundred miles up the Tientsin-Pukou Railway. The Revolutionaries further north are blowing up bridges with dynamite.

PRODUCTION OF OPIUM.

London, Dec. 10.
The Opium Conference at The Hague has unanimously accepted the British resolution that every government should frame effective laws to control the production and distribution of raw opium, and restrict the number of places whereat the import and export of opium should be permitted. On the motion of the Persian delegate it was decided to communicate the decisions of the conference to the nations which were not represented requesting their co-operation with the objects of the Conference.

RUSSIA AND THE SUGAR CONVENTION.

London, December 10th.
Reuter's correspondent at Brussels reports that the representatives of signatories to the Sugar Convention met to consider the Russian proposals to be allowed to increase her export quota and the conditions under which Russia would continue her membership of the Union. The Russian delegate intimated that this depended on the improvement of the regulations affecting her.

The British delegates declared that sufficient ground existed to authorise Russia to increase her quota.
The German delegates asked for more detailed explanations.

GERMAN BATTLESHIP REFLOATED.

London, December 9th.
The German battleship "Kaiser Wilhelm II." which went ashore in Flensburg Fiord during a fog, has been refloated.

GERMAN POLITICS.

London, December 9th.
The Reichstag has dissolved, and the elections will take place on January 12th next.

THE DURBAR.

ALL INDIA MEMORIAL TO KING EDWARD.

London, December 9th.
Reuter's correspondent at Delhi wires that Their Majesties the King and Queen have laid the table-stone of the All India Memorial to the late King Edward VII. Their Majesties were given an ovation by the populace.

DISASTER IN RUSSIA.

London, December 9th.
Reuter's St. Petersburg correspondent reports that ice pressure broke the scaffolding of a new bridge being built across the River Volga near Mazan.

One hundred and fifty workmen were thrown into the river, and their bodies are now being recovered.

ANGLO-AUSTRALIAN CRICKET.

London, December 9th.
The match between the Marylebone team and an Australian XI was continued at Brisbane in very hot weather, and before an attendance of 7,500. On a good wicket the Marylebone team in their second innings scored 287, of which Douglas made 101 by plucky batting. He was at the wickets for 293 minutes. The Australians lost eight wickets for 277. Kelleway played a "tubborn" innings of 66 and Minnett scored 69 by attractive cricket. Crawford contributed a vigorous 56 unfinished. When he had scored 37, Crawford was caught by Mead on the boundary, but the umpire disallowed the catch on the ground that Mead's foot was on the cycle track. The Englishmen in a group disagreed with the decision and a sensation was caused, the game being stopped for some minutes.

THE REFORM BILL.

London, Dec. 10th.
The Master of Elibank (Mr. A. W. Murray), speaking at York, stated that the Government was determined to pass the Reform Bill. The last reign saw the settlement of the South African question, and he hoped this reign would see the settlement of the Irish question. The rise of national ideas in Scotland and Wales increased the difficulties of the opposition as compared with the difficulties of 1886.

BRITISH ESPIONAGE.

London, December 10th.
Reuter's Berlin correspondent cables that though the trial of Schultz and others for espionage is taking place in camera, German papers publish what are described as inspired reports, taking the guilt of the prisoners as granted and alleging the existence of a great English system of espionage, in which the best society is participating, their love of sport impelling them to play with danger.

RUSSIA AND PERSIA.

COMPROMISE SUGGESTED.

London, December 9th.
Persia agrees to cancel the appointment of Mr. Le Cofre, a British subject appointed to Tabriz by Mr. Shuster, and is willing to negotiate in a friendly spirit regarding the other demands, except the necessity of referring the appointment of foreign advisers to Britain and Russia. Persia hopes that the crisis will be terminable by the latter point not being pressed.

LATER.

Reuter's Teheran correspondent states that Russia has sent a note demanding the punishment of the murderers of Alla Ed Dowles.
The report of the debate in the House of Lords has gratified official circles in Persia, who are convinced that the question will be settled through Great Britain.

BILLIARDS.

London, December 10th.
In the first of a series of matches of 18,000 up, the half way scores are: Stevenson 8,598, Gray 7,000. The latter has been hitherto out of form, while Stevenson's play has been most brilliant all round.

FURTHER OPPOSITION TO THE INSURANCE BILL.

London, Dec. 9.
A meeting representing 800 firms in the North of England was held at Manchester yesterday. Sir Charles Macara, who presided, said that a manifesto signed by the representatives of 208 trades was being sent to Parliament asking for the postponement of the operation of the Insurance Bill which imperils productive industry.

THE BLOWING UP OF THE "MAINE."

London, December 10.
Washington telegrams state that a joint army and navy board, after exhaustive study, finds that the "Maine" was blown up at Havana on the 15th February, 1898, by external explosion.

SHOP ASSISTANTS HALF-HOLIDAY.

London, December 9th.
The House of Commons yesterday passed the third reading of the Shops Bill securing for assistants a weekly half-holiday and a reasonable time for meals. The Government has dropped the major portion of the bill, including the limitation of hours to 60 weekly.

NAVAL PRIZE BILL.

London, December 9.
Lord Selborne will move the rejection of the Naval Prize Bill when it comes before the House of Lords.

CHINA ASSOCIATION IN LONDON.

SIR CHARLES DUDGEON ON THE CHANGING EAST.

Our London correspondent sends us the following report of the speeches made at the annual banquet of the China Association in London, at which Sir Charles Dudgeon presided:—

The Rev. GEORGE OWEN having said grace, the Chairman proposed the loyal toasts with special reference to the Indian tour, and they were duly honoured.

The CHAIRMAN then proposed the toast of "Prosperity to the China Association." He said it had been his intention to follow precedent and give in some measure a review of events in China since the last gathering, and he had proposed to make some platitudinal remarks about the old, hackneyed, and always untrue, expression of the "Changing East" and to emphasise its absolute untruth, so far as any China is concerned. "I had thought" he continued "that some measure of interest might have been imparted to my speech through a comparison of the China as we knew it thirty years ago with the China of to-day, coupled with suggestions as to how the extraordinary revolution which we were witnessing had been accomplished. But the events of the past few weeks have thrown my intended address completely out of gear, for the expected, which I fancy we had all been looking to, has occurred with unexpected suddenness, and in a quarter where I, anyway, confess I did not look for it. Yet if you will bear with me I will still beg your patience if I include in my address some measure of my original line of thought, for it seems to me not to be of unimportance to consider the "What is" of to-day in the light of the progressive activity through the "What was."

There are many in this room whose connection with China is of much older date than my own, but still looking back over the thirty-five years—thirty-five years almost to the day—which have passed since I first landed in Shanghai, changes, slow in their initiation, and usually disappointing in their results as they may have been, have nevertheless been constant and accumulative, until things are now moving with a rapidity outstripping that of the Law of Acceleration. After all, why should we be surprised? In Europe, during the last fifty or sixty years cumulative progress has moved at a pace out of all proportion to the progress of previous centuries. China's great neighbour, Japan, has bowed wisely to the inevitable, and it was not in reason to suppose that China would not be compelled to follow suit. To me, indeed, it has seemed that the only question was as to the "how," and the solution of the problem appears to be now working out under our eyes; if the laying of the foundations of China's change has been slow, perhaps for that very reason they have all the more strength; anyway, the fact we have to deal with is that, on such foundations, an edifice is rapidly rising which is astonishing a bewildered world.

The fact is that in China, as elsewhere, it has been impossible to effect reforms unless and until the people themselves understood their necessity, and were persuaded of the advantage of their adoption. Until such popular education is effected, experience has shown that even the most honest effort and intention of rulers towards reform remain ineffective. We may doubt—and I suppose most of us do doubt—whether, so far as the rulers of China are concerned there has been much real honesty of effort and intention; so much the worse for them when the people are once aroused. Certainly during the past few years we have many grandiloquent edicts fulminated from Peking on the duty of rulers, and on the necessity of reform, but they have been little more than what the Chinese themselves call them "fine words on waste paper" with little more honest intention than that of throwing dust in people's eyes, and particularly in ours. Revolutions, as has been said, can only be effected through a revolution of the ideas of the people; otherwise, to quote the French saying, "the more it changes, the more it remains the same." The other day I came across a saying attributed to Sir Edward Grey, which seemed to me particularly appropriate to the point, to the effect that it is not things that matter so much as people's opinion about them—and so in China, what really matters is not the things that either the Chinese Government or western nations may urge upon the Chinese people, but what the people themselves think about them. (Applause.)

We have now evidence enough that the revolution of ideas among the people of China is in full swing; we may criticise the methods and teachings as we please, but we cannot deny the evidence of our senses that the revolution is there. Some there are who are optimistic in the belief that the awakening of China foreshadows regeneration political, socially, and morally—that we are at last in sight of the realisation of Mr. Burlingame's somewhat previous picture, drawn nearly fifty years ago, of the Cross of Christ shining on every hill top in China. Presumably, on the other hand, are inclined to the opinion that at the pace at which the new China is moving she is likely to upset the whole apple cart—that the bull is in the China shop indeed, and that the result is likely to be much broken crockery. And indeed, there is much, both in experience and in the evidence of what is going on, to support the latter opinion, for the adoption of a policy of reform "in the lump" has ever in history proved a dangerous experiment; an experiment more particularly dangerous in the case of China, for one may be forgiven for doubting whether the leaders of the reform movement are so entirely patriotic and altruistic as they wish to appear; whether in fact, they are themselves not after the loaves and fishes which an upheaval may bring their way.

However, to leave that point—a contentious one, perhaps—I would go back for a moment and ask you to bear with me in a rapid comparison of the China which was thirty years ago with the China which is to-day. Recently Bishop Graves, of Shanghai, delivered an address which had for its text, "The Changing China," and in it he asked his audience to throw their mental vision back a generation and he drew the

picture of the then China as a China without railway or telegraph, without a postal service (as modernly understood); a China without a press, where public opinion found no expression, and where the sole path (bribery excepted) to official employment and preferment lay through an immemorial system of examinations in which the Confucian classics represented the all in all of knowledge. Contrast that picture with the China of to-day. Take, for instance, railways. Leaving out of account the Shanghai-Woosung line, which, after an inglorious existence of about a year, was deliberately destroyed in 1877, and the Formosan Railway of some 11 years later, which was allowed to perish through intentional neglect, there was not, until about 13 years ago—yesterday, as it were—a single railway in China. There has recently been issued a Paper compiled by Mr. Fox, our Commercial Attaché in China, giving the railway position on the 31st December of last year—nearly a year ago—and the position has much developed since then. According to Mr. Fox, there was at the end of 1910 a mileage of railway, "open or under construction," of over 8,000 miles, of which some 5,000 were in actual operation, and in addition some 3,000 miles of "railways projected," though as to the latter it has to be admitted that many of the schemes are "hung up" for want of funds, or for reasons of squabbles among the promoters, or between the provincial and central governments. Still, a railway mileage of over 11,000 miles, the greater part of which is either in active operation or in course of construction, as against not a mile 13 years ago, indicates a most marvellous revolution of Chinese ideas in the matter of communications. As to the "how" of this revolution we need not, this evening anyway, concern ourselves; it is the fact which interests us, coupled with the fact, well known to many of us who know something of railways in China, that the Chinese take to them as ducks do to water, or boys to bicycles. (Laughter.) It was not to be expected that this "railway revolution" would be unattended with troubles, and these have taken a double form; first, a protest by the provinces against the nationalisation of the railways as decreed by Peking, and, secondly, a general protest against the borrowing from foreign nations for the purposes of railway construction. The anti-Peking feeling found fighting expression in Szechuan a month or two ago on the conclusion of the "four-nation" treaty, which included the building of lines in that province with foreign capital, and it seems that the same protest against the more serious rising originating at Wuchang, though it is probable that the real strength of the now wide-spread rebellion is to be found in the profound dissatisfaction which the Peking Government has for years been exciting throughout the Empire. But, however that may be, it is to be noted that so far as the question of railways is concerned, the point is not as to the policy of their being made, but as to who shall make them; the popular revolution of ideas on the question of the necessity of railways is complete, the Peking Government has for years been exciting throughout the Empire. But, however that may be, it is to be noted that so far as the question of railways is concerned, the point is not as to the policy of their being made, but as to who shall make them; the popular revolution of ideas on the question of the necessity of railways is complete, the Peking Government has for years been exciting throughout the Empire. But, however that may be, it is to be noted that so far as the question of railways is concerned, the point is not as to the policy of their being made, but as to who shall make them; the popular revolution of ideas on the question of the necessity of railways is complete, the Peking Government has for years been exciting throughout the Empire.

As with railways so with telegraphs. Thirty years ago the telegraph was practically unknown except at the Treaty Ports in the form of cable communication with the outside world; there is now not a province in China in which the telegraph is not established, though an enormous amount still remains to be done, and is being done, in linking up connections. From aerial and slow beginnings, what with railways and telegraphs, the Central Government is becoming possessed of a power of rule over the Empire previously undreamt of. Unfortunately, it has to be admitted that, though the revolution of ideas as regards the necessity of telegraphs is complete, a revolution in their method of working still remains to be accomplished, for it is hardly too much to say that, as at present conducted, the Chinese telegraph system is about the worst and most expensive in the world. (Laughter.)

For the Imperial Post, now established some 15 years, China has to thank the Imperial Maritime Customs, which, 20 years earlier, inaugurated a postal service for its own purposes. Until the present year the service has continued in the hands of the Customs, and its conduct has been marked by wonderful efficiency. Last May, however, witnessed its transference to the Peking Board of Communications. So far, the efficiency seems to have been maintained, owing, no doubt, to the fact that the management of the service still remains in European hands. It is to be hoped that such management will be continued, but on this point experience of Chinese ways suggests grave doubts and apprehension.

But perhaps the most remarkable and far-reaching feature in this Chinese revolution has been in the matter of education. The examinations, which still remain the only road to official employment, and in which knowledge of the Confucian classics still recently comprised the all in all, now include all manner of subjects of hitherto condemned western knowledge. The universal thirst after western learning is most remarkably illustrated in the large sums of money subscribed by all classes of Chinese for the foundation and support of schools, colleges and universities under western teachers, as witness, for instance, the donation of \$20,000 by the Canton Viceroy to the Hongkong University, a donation which, by no means stands alone among contributions from high quarters; a smaller, but still important illustration, is the International Institute in Shanghai, which, from very small beginnings some 10 years ago, through the liberal support of Chinese of all classes, has grown to be an important college. But we can have no better illustration of this educational revolution than the recent edict setting out the elaborate curriculum for the education of the infant Emperor, comprising not only the Confucian classics, but all manner of western learning as well. One can only hope that the poor little man, if one may speak so disrespectfully of the Son of Heaven, may not follow the example of some of our own school children and go on strike. (Laughter.)

The growth of the press, and the creation of public opinion, are features producing results of which we are now witnessing the far-reaching consequence. A generation ago a native press was practically non-existent; to-day there is hardly a capital in the provinces, not to speak of other important centres, which has not its paper, many of

INTIMATIONS

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"An Ideal Drink for Summer."

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HONGKONG

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP VIA SINGAPORE, PENANG, CMB, PORT SAID AND MARSEILLES	PALAWA	About 13th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NOBE	About 15th Dec.	Freight and Passage.
SHANGHAI	DEVANHA	About 21st Dec.	Freight and Passage.

For Further Particulars apply to

F. A. HEWETT
Superintendent.

Hongkong, 7th December, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
NINGPO, WEIHAIWEI & CHEFOO	"TIENTSIN"	Tuesday 12th Dec.	Noon
MANILA, CEBU and ILOILO	"KUEICHO"	Tuesday 12th Dec.	4 p.m.
SHANGHAI	"CHENAN"	Thursday 14th Dec.	4 p.m.
HAIPHONG	"SINGAN"	Friday 15th Dec.	6 a.m.
SHANGHAI	"LINAN"	Saturday 16th Dec.	Midnight

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

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Bills of Lading to all Yangtze and Northern China Ports, for the SUNDAY. N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight, Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th November, 1911.

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DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SINGAPORE, PENANG & YOKOHAMA	STEAMERS	TO SAIL	REMARKS
S.S. DORTMUND	11th Dec.		
S.S. SEGOWIA	18th Dec.		
S.S. SILESIA	10th Jan.		
S.S. AMERICA	10th Jan.		
S.S. GOLDENFELS	24th Jan.		
S.S. PREUSSEN	6th Feb.		

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th December, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 12th Dec. at 11 a.m.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 15th Dec. at 11 a.m.
"HAIFAN"	Capt. J. W. Evans	TUESDAY, 19th Dec. at 11 a.m.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LARL & Co., GENERAL MANAGERS

Hongkong, 16th November, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wednesday, 13th Dec.	3 p.m.
SHANGHAI	"CHOYSANG"	Wednesday, 13th Dec.	Noon
MANILA	"LOOHSANG"	Saturday, 16th Dec.	2 p.m.
MANILA	"YUENSANG"	Friday, 22nd Dec.	Noon
MANILA	"YUENSANG"	Saturday, 23rd Dec.	2 p.m.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUMSANG", "YUENSANG" and "FOOHSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagotsu Ports, Tsingtau, Weihaiwei, Chefoo, Nientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kuantai, Ibad, Datu, Simporna, Iawao, Uman, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 18th November, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912
CHIYO MARU	21,000	W. W. Green	FRIDAY, 16th Feb. 1912.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. Triple Screw, turbine engines. * Twin Screw.

THE Twin Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 29th December, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 11th Feb., at Noon 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON £71-10-0
To VALPARAISO £57-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU £20-0-0
To SAN FRANCISCO £25-0-0
To CHICAGO £36-10-0
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To LONDON via NEW YORK £45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL FARES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned. These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots. Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to K. MATSUDA, AGENT, King's Building (Opposite Blake Pier).

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REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

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The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 27th Dec., at 11 a.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 12th Dec., at 11 a.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 9th Jan., at 11 a.m. 1912.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for first class Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	Wednesday, 13th Dec., 10 a.m.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER

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in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 20th DEC., 1911, at 9 a.m.

For Passage and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

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MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

2

STEAMERS	Leave	Connecting Steamers	Due	Due		
to	HONGKONG	from COLOMBO to	MARSHILLES	PLYMOUTH		
COLOMBO		MARSHILLES & LONDON	(Brindisi) 2 days earlier	(London) 1 day later		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANFUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOBEA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 19	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON: 1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £43.8 SINGLE, £72.12 RETURN.

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PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	about	about
NYANZA	February 7	March
NILE	March 6	April
NUBIA	April 1	May
SUMATRA	April 17	May
NAMUR	May 1	June
PALAWAN	May 15	June
BORNEO	May 29	July
SYRIA	June 12	July
NORE	June 26	August

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON: 1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd SALOON £33.10 SINGLE, £57.4 RETURN.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

1086

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	MIYASAKI MARU Capt. T. Mura, 9,000 KAWACHI MARU Capt. H. Potteken, 7,000 KITA O MARU Capt. E. Cope, 9,000		WEDNESDAY, 20th Dec., at Daylight. IDAY, 22nd Dec., at Daylight. WEDNESDAY, 3rd Jan., at Daylight.
VICTORIA, B.C., & SEATTLE	KAMAKURA MARU Capt. B. Kon, 7,000		(SATURDAY, 30th Dec., from Kobe)
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	TAMBA MARU Capt. K. Noda, 7,000		TUESDAY, 2nd Jan., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000 KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 22nd Dec., at Noon. FRIDAY, 19th Jan., at Noon.
SHANGHAI, MOJI, & KOBE	WAKASA MARU Capt. N. Nielsen, 7,000		WEDNESDAY, 20th Dec.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser, 9,000		THURSDAY 21st Dec., 11 a.m.
SHANGHAI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000		WEDNESDAY, 20th Dec.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Tazawa, 6,000		TUESDAY 12th Dec.
MERICA, &c.	AWA MARU Capt. T. Iizawa, 7,000		TUESDAY, 30th January, 1912

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

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REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong: "TENSIN MARU," 4,000 tons, Ca. t. I. Noma, Saturday, Dec. 16th

1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	From Hongkong
TANGO MARU	8,000	K. Kawa	February 14th
KAMO	9,000	P. L. Sommer	February 28th
AKI	7,000	K. Homma	March 13th
MTSHIMA	9,000	A. C. Moses	March 27th
KAGA	7,000	M. Hagino	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Mura	May 22nd

FOR SEATTLE: INABA MARU, 7,000 tons, S. Tominga, February 27th; TAMBA, 7,000 tons, K. Noda, March 26th; SANUKI, 7,000 tons, T. Iizawa, April 9th; AWA, 7,000 tons, S. Tominga, April 23rd; INABA, 7,000 tons, S. Tominga, May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

1061-14-40

THE BANK LINE LTD.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.)

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

For VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

FOR MANILA.

RYGJA ... 20th Dec.
SUVERIC ... 9th Jan.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most commodious accommodations, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH AND CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIE" ... 3,000 tons ... to be despatched End January, 1912.
S.S. "KATANGA" ... 5,000 tons ... to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH AND CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:
23rd DecemberFROM COLOMBO:
10th January, 1912.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.
Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS.

Next Departure.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

Hongkong, 31st October, 1911.

[1075-17]

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 17th Feb., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 2nd March, at 1 P.M.
KOREA	18,000	TUESDAY, 2nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY, 16th April, at 1 P.M.
MANCHURIA	27,000	TUESDAY, 30th April, at 1 P.M.

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 16th December, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only). Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service; U.S. Consular Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 5th Jan., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 2nd Feb., at 1 P.M.
PERSIA TUESDAY, 28th March.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th Jan., at 1 P.M.
On the First MAIL Steamers, CHINA and PERSIA FIRST CLASS.
SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. 243.
HONGKONG TO SAN FRANCISCO via New York " " 245.
Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies
KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.
SAVING 5 to 7 DAYS OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJIB instead of Nagasaki.
From Hongkong. Sat. 30th Dec. 1912.
From St. John N.B.

"MONTEAGLE" ... Sat. 27th Jan. 1912
"EMPRESS OF INDIA" ... Sat. 24th Feb.
"EMPRESS OF JAPAN" ... Sat. 28th Mar.
"EMPRESS OF INDIA" ... Sat. 20th Apr.
"EMPRESS OF IRELAND" ... Fri. 23rd Feb.
"EMPRESS OF IRELAND" ... Fri. 22nd Mar.
"EMPRESS OF IRELAND" ... Fri. 19th Apr.
"EMPRESS OF IRELAND" ... 17th May.

Steamships leave HONGKONG at 7 A.M.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers £43 ..
and 1st Class Railway £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
B.M.S. "MONTEAGLE" or vice Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services; and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to—

D. W. CRADDOCK, General Traffic Agent for China.

Corner Pender Street and Prater opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

TO SAIL	FROM	STEAMSHIP	DATE
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	ROON	Capt. H. REHM	Wednesday, 13th Dec., at Noon.
SHANGHAI, TSINGTAU, KOBE, AND YOKOHAMA	"PRINZ LUDWIG"	(Prinz Ludwig)	About Thursday 14th Dec.
MANILA, WAPANGAUR, SAMAR, BAL, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SEGISMUND"	Capt. E. BRUNING	Saturday, 30th Dec., at 10 A.M.

KOBE and YOKOHAMA "PRINZ SEGISMUND" Capt. F. BRUNING, 6,000 {About Tuesday, 12th Dec.,

KUDAT and SANDAKAN "BORNEO" Capt. F. BRUNING, 5,000 {10 A.M. 15th Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA

Hongkong, 18th November, 1911

5

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	DATE
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 5TH.
"YOROK"	17,000	ON MARCH 20TH.
"PRINZESS ALICE"	20,300	ON APRIL 2ND.
"LUETZOW"	17,300	ON APRIL 17TH.
"KLEIST"	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

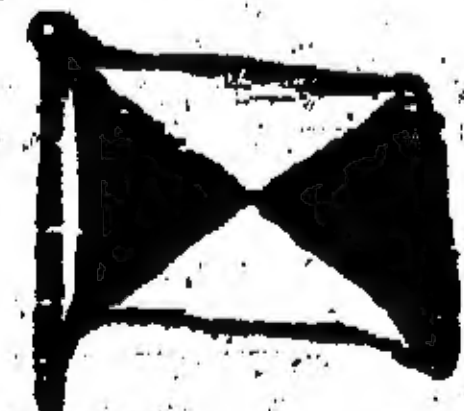
EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELOHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

[1087]



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo & Cebu	Monday 11th 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo & Cebu	Wednesday 20th 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 27th November, 1911. PHILIPPINES S.S. Co. [13]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, CANTON	"CANTON"	6,500	...
KOBE & MOJIB	"CEYLON"	9,000	...

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENTS, AKTIEBOLAG.

YORK BUILDINGS Top Floor

FIRE "EXCELSIOR" KILLERS

CLEARING OUT STOCK BELOW COST.

SAFETY AT THE PEAK, KOWLOON AND THE SUBURBS:—

For Life and Property is a question of adequate water supply. If you occupy an out of the way place remote from a public fire department, you are never safe from the cruel snafes of "terrors or Children, or even from a fire in your neighbour's house, unless you are provided with an "EXCELSIOR" DOMESTIC FIRE EXTINGUISHER which places at your disposal the means of extinguishing fire before it gets the mastery over you.

THE FEELING OF SECURITY which an Excelsior Domestic Fire Extinguisher insures to its owners will alone many times repay the cost. No. 3 Suitable for Godowns, Stores and Ships. No. 2 Suitable for Private Houses, Offices, Motor Boats etc.

SOLE AGENTS FOR HONGKONG:

WILLIAM C. JACK & CO. LTD.

14, DES VEXES ROAD, HONGKONG.

TELEPHONE 358.—Rin : up at once.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & CO.

Head Office for the Far East:—15, DES VEXES ROAD, HONGKONG.
SHANGHAI: 23, FOOHSHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
7561 CHIEF OFFICE:—LUDGATE CIRCUS LONDON E.C.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
UJILIWONG	JAVA	Second half of Dec.	JAPAN	Second half of Nov.
UJIMANOEK	JAVA	First half of Dec.	JAPAN	Second half of Dec.
UJITAROEM	JAVA	First half of Dec.	JAPAN	First half of Dec.
UJIPANAS	JAVA	—	JAVA	First half of Dec.
UJILATJAP	SHANGHAI	First half of Dec.	JAVA	First half of Dec.
UJIBODAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
UJIMAH	JAVA	First half of Dec.	JAVA	Second half of Dec.
UJIKINI	JAVA	—	JAVA	—

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 16th November, 1911.

Telephone No. 375.

17

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN
ALDENHAM
EMPIRE
ST. ALBANS

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & Co., AGENTS.

[1252]

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. line connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourists' Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

[1317]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES

FROM ANTWERP, MIDDLESBRO, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENROY."

Captain H. W. L. Holman, having arrived from the above ports, consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 14th inst., at 10 A.M. All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents, Hongkong, 9th December, 1911. [1409]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES

FROM BOMBAY AND SINGAPORE

THE Steamship

"ISCHIA."

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 18th inst., or they will not be recognized.

No Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M. No Fire Insurance has been effected. CARLOWITZ & Co., Agents, Hongkong, 9th December, 1911. [4]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

The Steamship "ATHOLL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF CARGO

are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents, Hongkong, 5th December, 1911. [1331]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex s.s. "Mooltan." From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 7th December, 1911. [1]

AUSTRALIAN BUTTER.

There is Nothing better than the best.

We keep it.

Do you want it?

FOUR BRANDS!

FOUR PRICES

Fresh, Sweet, Firm and cold as ice.

THE DAIRY FARM CO., LTD.

[36]

FOR SALE

FOR SALE

YACHT "CASTLE PEAK," sails, anchors, accessories. Oa View, C. Y. C. anchorage.

For particulars apply.

ME. OTTO KONG SING, Solicitor.

12, Queen's Road Central, Hongkong, 16th October, 1911. [1246]

FOR SALE

DEBBINGTON, 7-Roomed House, Peak Road, beautiful situation.

For Terms, apply to

C. SCHROETER, Care of Messrs. GARRATT, BARNES & Co., King's Buildings, IIIrd, Hongkong, 10th July, 1911. [923]

TO LET

NEW AND COMMODIOUS SHOPS

Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwai Area 85,200 square feet with 255 feet Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 2nd November, 1911. [1222]

TO BE LET

On or about 1st March, 1912.

SHOPS AND OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong, 29th August, 1911. [1077]

TO LET

No. 34, QUEEN'S ROAD CENTRAL (SHOP), opposite The Old Post Office, No. 24, DAQUILLAR STREET, suitable for Godown, etc.

Letting completed by Vienna Café & Co. For Particulars, etc., apply to

CHANG FAT, Care of YEE SANG FAT, Same address, YEE SANG FAT & Co., Hongkong, 5th October, 1911. [1243]

TO LET

No. 9, BEACONSFIELD ARCADE (SHOP), BEACONSFIELD.

"BANGOUR," No. 72, PRAX, 5 Rooms, Bungalow with Tennis Court, from 15th Dec. Rent \$125.00 and taxes.

"MERION," No. 9, The Peak, 6 ROOMS, use of Tennis Court.

RODOLPH, near The King's Park, Kowloon, "KELLET CREST," No. 66, PRAX, No. 57, PRAX GRANDE, Maseo.

FOR SALE.—Tos Chast, at Peak, commanding a magnificent view of the Harbour and adjacent islands.

Apply to

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 15th November, 1911. [1118]

TO LET

GODOWN, No. 4, New Prax, Kowloon, Town.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st December, 1911. [116]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1851.

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., LTD. [1228]

INDIAN MANGO JUICE.

THE only Satisfactory Substitute for the Fresh Fruit for all Countries and all Seasons. Has the natural flavour, taste and appearance of the finest and richest Indian grafted-Mango. A great favourite with Clubs and Messes. Highly mentioned in the "TIMES OF INDIA," the "STRAITS TIMES," the "RANGOON TIMES" and several leading English Papers in the East. Comments in the "LANCET" and the "BRITISH MEDICAL JOURNAL" highly complimentary. Free samples and literature sent to Military Messes, Clubs and Hotels.

ORIENTAL CANNERY CO.,

Manufacturers and Exporters of

INDIAN PRESERVED PROVISIONS

HONAVAR (INDIA). [1346]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alcedo, despatch-boat, 700 tons, 4 guns, 2,000 h.p. Comdr. A. Lowndes, Hankow.

Astron, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Singapore.

Atlas, admiral's tug, 615 tons, 1,400 h.p., Master S. West, Hongkong.

Bramble, gunboat 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Kiangling.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, i.d. Comdr. H. Lyness, Hankow.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Jilo, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Yeale, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Monroe, Foochow.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain C. F. Corbett, M.V.O., Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. J. G. Good, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. R. B. England, Swatow.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, Hongkong.

Kineha, river gunboat, 615 tons, i.h.p. 1,200, Lieut. Comdr. H. Murray, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Comdr. B. O. M. Davy, Labuan.

Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Whaloe, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,900 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Amoy.

Moorehen, river gunboat, 180 tons, 2 guns, i.h.p. 300, Lieut. Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., Nanking.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Malcolm Murray R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,500 i.h.p., Comdr. Lambie, Nanking.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. S. Tyndall, West River.

Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, West River.

Salps, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Shanghai.

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